

# INFORMATION REPORT

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1. The Harbor Administration headquarters building of Szczecin (Stettin) is on Chrobry Street 2, about 16 kilometers from the harbor itself. The closest quay, at a distance of about eight kilometers from the administration building, is the Kaszuby Quay.
2. The entire harbor area from the Storowka Quay (Nadbrzeze Storowka) to the Kaszuby Quay (Nadbrzeze Kaszubskie) is surrounded by a concrete wall about 2.20 meters high. At the entrance to each pier stands a guard shack which is manned by the harbor police. The members of this police detail wear dark blue uniforms and round, dark blue caps trimmed with black and coffee colored stripes. Most of the harbor police are women. The police are on duty for 12 hours and are off 24. Each shift is relieved every two hours.
3. Entrance to the quays is gained by three different kinds of passes, namely: green passes for personnel entitled to enter only one quay; pink passes for personnel entitled to enter all piers; and grey passes for personnel entitled to enter all piers and board all ships. The latter also bear photographs.
4. About 600 office employees work in the headquarters building. The building contains the offices of the general manager, (fnu) Bilinski, and the technical manager, (fnu) Madziar. The motor pool contains about 32 trucks and 12 passenger cars.
5. The offices of the Port Authority (Kapitanat Portu), in a red one-story building, are on Vasco da Gama Street. This office regulates the traffic in the harbor, sends out pilots and allots piers to the ships. In addition the office controls border guards (LSP) and customs details which meet incoming ships to examine the passes of the crew members and to inspect ships' cargoes in accordance with customs regulations. Lists of passes are kept by the port authority and their validity is regularly checked.

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6. The so-called Central Harbor (Port Centralny) is occupied by the Russians. Its main entrance is on Lasztowa Street. At the gate stands a guard shack occupied by Russian soldiers. The Central Harbor has two basins which are 60 meters wide and 800 meters long. Between these two basins stands a four-story concrete warehouse, 120 meters long and 30 meters wide. On the warehouse roof there are three cranes with two cabs each; the cranes have a carrying capacity of three tons. The Russian harbor is used exclusively for the unloading and transshipping of various crated materials and boilers imported from Germany and transshipped in Soviet bottoms. The basins are 18 meters deep so that Russian ships of up to 8,000 BRT can anchor.
7. Approximately 45 switching tracks connect the Central Harbor with the Goclaw freight station. A three-story red brick warehouse is located next to the station. It is 200 meters long and 36 meters wide and houses a mechanical workshop.
8. Barracks for the Russian soldiers and the Russian administration building are located next to the main entrance to the Central Harbor. Technical and office personnel consists exclusively of Russians and Germans. Poles are not permitted to enter this part of the harbor. Outside the Central Harbor, next to the main entrance, stands a Polish customs building occupied by one Polish customs official.
9. The main repair shop of the Szczecin harbor is at Ludowa St. 16. It is a two story building on the banks of the Oder River; it has its own basin which is about 300 meters long and 10 meters deep. This basin is used only by ships which are to be overhauled and to unload tools and materials needed for such repairs. On the ground floor of the building are the engine repairshop and metal recasting machines. On the floor above, there is a locksmith's workshop and, on the next higher floor, a technical workshop and the administrative offices. About 45 office employees and 400 manual workers are employed in the main repair shop.
10. An electric crane with a carrying capacity of 50 tons and an electrical hoist with a capacity of three tons, both imported from Germany, are on the quay allotted to the repair shop. These piers are connected with the Nibaszewo freight station by a single track.
11. Ucho Quay (Nadbrzeze Ucho) lies close to the Oder River and is made of concrete. The basin is about 14 meters deep and 200 meters long; it has an anchorage capacity of two ships up to 8,000 BRT. The quay, however, is not operating at the present since the paper and cellulose mill for which it was built was destroyed during the war and has not yet been completely rebuilt. The piers are connected with the Goclaw freight station by four tracks. About 120 laborers are now at work at Ucho.
12. Huta Quay (Nadbrzeze Huta) is made of concrete; it follows the Oder River. The basin is approximately 18 meters deep and 300 meters long and has an anchorage capacity of three ships of up to 12,000 BRT. The quay handles all ore shipments for the Szczecin iron foundry. The piers are connected with the Goclaw freight station by 36 tracks. They are equipped with three electric cranes, each with a capacity of three tons. About six foreign ships, mostly [redacted] are unloaded at Huta Quay weekly.
13. Superphosphate Quay (Nadbrzeze Superfosfat) is also made from concrete. The basin is 12 meters deep and 200 meters long; its anchorage capacity is three ships of up to 4,000 BRT. Only artificial fertilizer is unloaded. The quay is connected with Goclaw freight station by six side tracks. Superphosphate is transported from ships to warehouse in six trucks each of which has a capacity of three tons.
14. Fent Quay (Nadbrzeze Fent) is built out of tree-trunks. The basin is about 6 meters deep and 150 meters long. The quay is now closed down; it has no technical equipment.

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15. Huk Quay (Nadbrzeze Huk) is made of concrete. The basin is 18 meters deep, 400 meters long, and has an anchorage capacity of six ships up to 3,000 BRT. This quay handles only iron ore shipments. It is connected with Goclaw freight station by four side tracks. On the quay, there are three electric overhead cranes (dzwigi mostowe) with rotating cabs running on bridges each of which is 120 meters long. Each crane can carry five tons. Another electrical crane moves up and down the quay (dzwig portalcowy); it also has a carrying capacity of five tons. Approximately eight [redacted] ships are unloaded each week. The administration building contains the offices of the eight office employees and two customs officials.

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16. Mak Quay (Nadbrzeze Mak) is also built out of concrete. The basin, 10 meters deep and 200 meters long, has a capacity of three ships of up to 6,000 BRT. Mak has been out of operation since 1948. It formerly handled UNRRA cattle and horse shipments. Since 1948, it has not been used; all technical equipment and railroad tracks have been dismantled.

17. Odra Quay (Nadbrzeze Odra) is of concrete construction. The basin is 14 meters deep and 600 meters long. Twelve ships of up to 2,000 BRT are able to anchor. The quay is used to load various crated goods. Russian ships which take on sugar from Poland and IFA vehicles from Germany are the most frequent. In addition, 18 to 24 [redacted] ships anchor weekly. A one-story warehouse, 150 meters long and 150 meters broad stands on the quay. The administration offices, in which about 25 persons are employed, are in the warehouse. About 40 technical workers and about 200 longshoremen also work on the Odra Piers. The quay is connected with the Nibuszewo freight station by five tracks. There are four German electric cranes (dzwigi portalcowy) which move up and down the piers and which have rotating cabs. The entrance to Odra Quay is on Dylina Street. The customs office, occupied by four officials, and the harbor police office with two policemen, are located in the warehouse; the following goods are stored in the warehouses: cotton, sugar, wool, jute and various crated goods.

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18. Arsenal Quay (Nadbrzeze Arsenal) is made of concrete. The basin is 200 meters long and 16 meters deep. The piers handle coal shipments. The quay has two electric cranes of German origin, each with a carrying capacity of two tons. Four tracks run to the Nibuszewo freight station. The entrance is on Dylina Street.

19. Starowka Quay (Nadbrzeze Starowka) is of concrete construction. The basin is 1,000 meters long and 14 meters deep. About 14 ships weekly anchor. There is a recently-built warehouse, 300 meters long and 40 meters wide where cotton, sugar, crated goods, boilers and machine parts are stored. Next to the warehouse, there is a one-story administration building where about 18 office personnel work. Twenty-four technical personnel and about 500 longshoremen are also employed. The quay is connected with the Goclaw freight station by five tracks. There are four electric cranes of German origin. The entrance to this pier is on Celna Street.

20. Ewa Quay (Nadbrzeze Ewa) on Ewa promontory has a basin 200 meters long and 16 meters deep. A grain elevator stands on the quay which is 200 meters long, 50 meters deep and 16 stories high. Its storage capacity is 2,000 kilograms per square meter. Five tracks connect Ewa to the Goclaw freight station. The grain elevator is equipped with three air suction-pipes and an interior lift which has a carrying capacity of one ton and rises 62 meters. Ships up to 8,000 BRT can anchor in the basin. About six [redacted] ships arrive weekly. An administration building is next to the elevator. The personnel consists of 16 office employees and 150 manual laborers. The entrance to the Quay is on Lasztowa Street.

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21. Owa Quay in the Czechoslovakian Harbor is built out of concrete. The basin is 300 meters long, 12 meters deep and has an anchorage for five ships of up to 2,000 BRT. The pier is connected with the Wroclaw freight station by four side tracks. On the pier there is a recently-built warehouse, 120 by 45 meters which has a storage capacity of 2,000 kilograms per square meter. There are two electric cranes, Model "Skoda", built in 1951, with a carrying capacity of 7,500 kilograms each. The one-story administration building is located near the entrance to the quay which is on Lasztowa Street. The personnel consists of 20 office employees of which eight are Czechs and 150 manual laborers. The Czech director is Artur Sztojner, from Prague.
22. Owa Quay in the Polish Harbor was recently erected; it is built out of concrete. The basin is 1,000 meters long and 12 meters deep. The warehouse, also recently built, is 250 meters long and 60 meters wide and has a storage capacity of 2,000 kilograms per square meter. Five tracks run to Wroclaw freight station. Four electric cranes of German origin move up and down the pier. Each can lift three tons. To these have been added three new Hungarian electric cranes. The piers are used for the loading and unloading of such goods as sugar, potato meal, salt and cement. This quay is under the administration of the Odra Quay. If needed, customs officials from the Wroclaw freight station are provided. The entrance to the piers is on Lasztowa Street.
23. Parnica Quay is concrete. The basin is 400 meters long and 12 meters deep; it has room for six ships of up to 3,000 BRT. Parnica handles crated goods such as cement, sugar, salt, methyl alcohol and acetate. The pier is connected with a new transit station situated on the right side of Gdanska Street. Six old German electric cranes with a capacity of five tons each move up and down the piers. A warehouse was recently built on the quay. Thirty office workers and about 1,000 manual laborers who work in three shifts are employed. The entrance is on Gdanska Street about 400 meters beyond a power station.
24. Gliwice Quay is built out of concrete. Its basin is 600 meters long, 14 meters deep; it has a capacity of 12 ships of up to 2,000 BRT each. Cargoes handled are crated goods and coal. Six new electric cranes with rotating cabs move up and down the quay. These cranes are Czechoslovakian, Model "Gottvaldove Zavody", and have a carrying capacity of six tons each. In addition, there are three German electric overhead cranes with a capacity of five tons, and four German electric cranes with a capacity of three tons. The pier is connected with the new transit station by 18 tracks. The single floor administration building is near the entrance to the quay; the entrance is about 500 meters from Gdanska Street. The personnel consists of 32 office employees and about 1,000 manual laborers.
25. Marta Quay is partly wood and partly concrete. On the quay there is an unused grain elevator. Marta is not operating. Its entrance is on Gdanska Street.
26. Katowice Quay is concrete. The basin is 1,600 meters long and 80 meters deep. The piers are used solely for coal shipments. A conveyor, 500 meters long, transports 500 tons of coal per hour; four electric cranes of German origin, with a carrying capacity of five tons each, move up and down the piers. The quay is connected with a transit station by 54 side tracks. The one-story administration building is located near the entrance on Gdanska Street. Personnel consists of 48 office employees and 1,300 manual laborers.
27. Kaszuby Quay is concrete. Its basin is 800 meters long and 14 meters deep and can harbor eight ships of up to 4,000 BRT. Only coal is handled. Twelve German cranes each with a capacity of five tons move along the quay; two German electric overhead cranes have a carrying capacity of 12 tons each. The pier is connected with the transit station by 16 tracks. The administration building lies about 1,200 meters from the pier; it is a one-story building. Personnel consists of 13 office employees and 900 manual laborers. The entrance to the quay is on Gdanska Street.
28. Between the harbor area and the transit station is a recently-built bridge from which the entire station area and piers 12, 13, 14 and 15 can be observed.

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1. [redacted] reported that Bilinski was transferred to the position of Director of the State Deep Sea Fisheries at Szczecin. Other information stated that Bilinski was made chief of the Swinoujscie (Swinemunde) branch of the Deep Sea Fisheries and was replaced by Kostrzewa at the Szczecin Port Administration.
  2. [redacted] Comment. These are the first of 30 cranes which are to be delivered in the next six years.
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